

Exhibit 3B

Letter from Captain Mohsen El Missiry, dated 7/27/00,
transmittal of June 18, 2000, letter from A. V. M. Abdelfattah Kato,
Chairman, Egyptian Civil Aviation Authority, to
Jane F. Garvey, Administrator, Federal Aviation Administration

3 pages

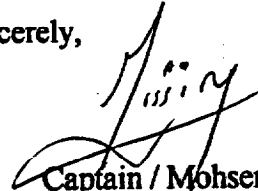
July 27, 2000

Mr. Gregory Phillips
National Transportation Safety Board
490 L'Enfant Plaza, S.W.
Washington, DC 20594

Dear Mr. Phillips

Please find attached herewith, a copy of the Egyptian Civil Aviation Chairman's letter to the FAA chairman requesting ATC data, dated June 18, 2000 to be included in the docket.

Sincerely,

A handwritten signature in black ink, appearing to read "Missiry", with a stylized flourish underneath.

Captain / Mohsen El Missiry
Chief of Egyptian Investigation Committee

June 18, 2000

BY HAND DELIVERY

The Honorable Jane F. Garvey
Administrator
Federal Aviation Administration
U.S Department of Transportation
Room 1010, AOA-1
800 Independence Avenue, S. W.
Washington, D.C. 20591

Dear Ms. Garvey:

I am writing to request your assistance in gathering additional data relating to the air traffic control system in connection with the crash of EgyptAir Flight 990. As you may already know, the investigation of this accident has produced radar data showing three high-speed returns in the area of, and along the flight path of, Flight 990. The data shows these returns crossing Flight 990's path just before the airplane began its dive.

Unfortunately, we have not been provided with sufficient reliable data to be able to determine whether these returns are real, or whether they are the product of what the NTSB has called "strobing". The need to investigate fully what the Flight 990 crew might have seen is important not only because of the existing radar data, but also because it is apparent from the ATC transcript that no FAA controller was actually watching Flight 990 at the time of the accident and for several minutes thereafter. Although Flight 990's original flight plan took it outside of the adjacent military Warning Areas, the controller cleared the flight direct to the Dovey intersection, through Warning Areas 506 and 105A just prior to the accident.

In addition, the radar data that has been provided so far appears to be both incomplete and inconsistent. For example:

- The ATC transcript shows that ARISE 57 is radar contact, yet the radar data fails to show this aircraft.
- El Al Flight 2812 (squawk 3002) was cleared to depart JFK, but does not appear in the radar data.
- An unknown aircraft (squawk 2655) was detected at FL330 until 0619:25 UTC, but has no data thereafter.
- Unknown aircraft (squawk 5606, 1216, 3635 and 6757) appear in Navy data, but not in Air Force data.

2

The Honorable Jane F. Garvey

June 18, 2000

Page 2

- NOR radar data terminates at 0652:04 UTC, while RIV data continues until 0659:02 UTC.

In spite of the high-speed returns observed in the area of Flight 990 and the inconsistencies in the data, the NTSB has advised us that the additional information needed to make a thorough analysis of these important issues "is classified and restricted Air Force data and cannot be provided by the Safety Board." It is difficult to understand why data concerning the characteristics of radar used in connection with United States civil aviation is classified and why it is unavailable to analyze apparent targets that were in the vicinity of flight 990. Therefore, I am asking for your assistance to obtain the following:

1. The clutter and interference studies for the radar sites, RIV, ZNY, and NOR.
2. Multiple radar coverage charts for New York and Boston Centers at FL 50, 100, 200, and 300.
3. The antenna radiation Pattern for the ASR 9 and ARSR radar
4. Available technical data to analyze any interference affecting RIV.

We also have had some difficulty determining with certainty the active ("hot") periods for Warning Area along and adjacent to Flight 990's path during the late hours of October 30 and the early hours of October 31, 2000, and obtaining sufficient additional data to account fully for the aircraft whose squawk codes are known, but which not appear on radar. Your help in obtaining this information is requested as well.

The ECAA greatly appreciates your assistance in this matter. Please let me know if you require any further information.

Sincerely,

A. KAT
18-6-2000

A.V.M Abdelfattah Kato
Chairman
Egyptian Civil Aviation
Authority

3